

The Washington Times.

THURSDAY, NOVEMBER 14, 1901.

Publication Office.

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PENNsylvania AVENUE

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THE TIMES COMPANY,

WASHINGTON, D. C.

Circulation Statement.

The circulation of The Times for the week ended

November 10, 1901, was as follows:

Sunday, November 10. 20,414

Monday, November 11. 20,414

Tuesday, November 12. 20,414

Wednesday, November 13. 20,414

Thursday, November 14. 20,414

Friday, November 15. 20,414

Saturday, November 16. 20,414

Total. 122,486

Daily average (Sunday excepted). 20,414

American Humor.

The "Century" Magazine has announced

that it will publish a series of

articles during the coming year. It is

especially to humor. This is a

jeu. It may be seen in large letters

across the top of the cover, "A Year

of American Humor." The experiment

is a hazardous one, but Mr. Gilder has

taken his chance on both sides and

exclaimed, "Go to! Let us be funny."

It appears that the "Century" has

been led to this decision by an over

estimate of the humor of the time, which

has been running during the last few

months. Knights in shining armor, cavaliers

in plumed hats, and Puritans in

sea raiment have taken headers

through their pages one after another, in

a wild profusion of adventure. After

repeated bumper of the wine of me-

dicalism, the "Century" has undertaken

the soberness of next morning's

good resolutions, to sort out and

range American humorists and give

them a fair chance to show what they

can do. Judging by the first issue un-

der the new regime there will be a

novel brand of unconscious humor be-

fore the public in the near future.

Mr. Gilder has begun his weighty

task by having an article written to

order by one W. P. Trent, entitled "A

Retrospect of American Humor." As it

stands, it is a dissection of that pecu-

liar, racy, incongruous thing called

humor, which leaves the reader

wondering whether there ever

was a funny man in this country after

all. Apparently the writer is puzzled

over the question where the various

bits of the land got their reputation.

His obtuseness on this point is even be-

yond that of the Briton, for an Eng-

lishman can generally see the point of

a joke if one is willing to wait. But

after Artemus Ward, and John Philip-

s, and Sam and Timothee have been

something like half a century, it is in

the appreciation they get at the hands

of Mr. Trent:

"To see extent wit and humor have

eluded the critic, and will continue to do

until the psychologist is able to analyze

the complex conditions which produce

them. Yet perhaps this is a commendation

not to be envied. For it is a commendation

of the "options" laid bare, it might at once

be said that the sense of humor depends upon

the isolation of its own profundity.

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would not need to be mislabeled in dis-

tinct fashion, as follows:

"De bonis de bonis, de bonis de bonis."

Anybody who knows the type will

know just how the words sound with

out being told, and those who are un-

familiar with it cannot be made to hear

it as it is spoken by any amount of in-

tellectual misapprehension.

It may be urged, however, that it is

unfair to make an ignorant person

use absolutely correct English.

This is true, and there is no need of

going to the opposite extreme in trying to

avoid the mistake of over-elaboration of

dialect. There is no beauty in making

a Connecticut farmer or a Chinese laun-

dryman talk like an educated and cul-

tured person; but neither is it necessary

to make their speech unintelligible to

the eye by taking out consonants and

changing vowels in a vain attempt to

reproduce their words phonetically.

The dialect story is a story that

it is not a story of historical phrases,

microphonisms, and idioms which

have existed for centuries, or have been

evolved in the course of the contact be-

tween two civilizations. In the former

case they are historically interesting;

in the latter, the originality and aptness

of some of the colloquialisms are amu-

sing and well worth preservation. What

would we not give for records of the

making of English at the time of Nor-

man supremacy, as compared with the

rate of the dialect literature of today?

The speech of a people is the living

record of its life. The philologist finds his

work fascinating because it is the record

of human thought, of a course of

evolution as complicated and as mys-

terious as that of the physical human

body. The dialect story will be val-

uable material for the philologist, and

in so far as it should be remembered

that more bad spelling is not necessary

to make a story more interesting.

The Democratic Policy.

We observe with some amusement

that Republican journals are predicting

a carpeting Democratic opposition to

everything that Roosevelt will pro-

pose. Roosevelt may propose to Con-

gress that we are getting too many of

the former and too few of the latter.

The company has, it is reported, had an

offer to the new administration to supply

the navy with a fleet of armored cruis-

ers. The fleet would be made up of

twenty-five ships, each of which would

be a masterpiece of naval engineering.

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work of consolidating interests will

stop there. Wealth begets wealth, and

power creates power. This combina-

tion would control nearly one-fourth of

all the railway mileage in the country,

and there can be little room for doubt

that its holdings would be largely and

rapidly increased. It would be in a po-

sition to force smaller

companies, and it is not easy to see

where the process would end. The men

who are engineering the deal are East-

ern financiers, closely connected with

the great monetary interests of Wall

Street, and it would be the aim of the

management to bring the Western in-

terests into close and harmonious co-

operation with those of the East. If

one-fourth of our railway system can

be united at a single step, there is ample

room for believing that the time

is not far distant when all the leading

roads of the country may be united un-

der one general management, or at

least be operated in perfect concert,

and with a common end in view.

Battleships and Armored Cruisers.

It is not strange that the proposition

to build a fleet of armored cruisers

should have been met with such

opposition. The question is not one

of the type of vessel which should be

built, and the relation which they

should bear to each other in point of

numbers. The end to be reached is, of

course, a maximum of efficiency at a

minimum of cost, efficiency being the

first essential. In determining this

question of efficiency the two elements

to be considered are strength, offensive

and defensive, and speed. Without

good defensive strength the highest

speed would be of little value in

actual war. On the other hand, the

most formidable batteries and armor

cannot be fully utilized unless the ves-

sels have a fair rate of speed.

Naturally this brings up the question

of the relative value of battleships and

cruisers. The "Baltimore American"

urges that we are getting too many of

the former and too few of the latter.

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